United States Army in Europe
Command Safety Council

✓ Our Goal: No Loss of Life…

Agenda

✓	Introduction	BG Frutiger / Mr. Braun
✓	Opening Remarks	GEN Bell
✓	Award Presentation	Mr. Hurley, National Safety Council
✓	Guest Speaker	BG Smith, Director of Army Safety
✓	Winter Safety Campaign	Mr. Braun
✓	Around the Horn	All

Purpose

Inaugural Meeting of the United States Army in Europe Command Safety Council.

Establish a Forum for Senior Leaders to Focus on Our Environment, Share Lessons Learned and Experiences Toward Systematic Identification and Reduction Efforts to Optimize Command Mission Accomplishment and Resources.

Intended Outcomes

- ✓ **Clarity on Purpose of Command Safety Council**
- ✓ **Clear Understanding of Current and Near Term Th**
- ✓ **Focus on Identified Prevention Issues and Efforts**
  - **Deployment & Redeployment**
  - **Winter Safety Campaign**
- ✓ **Sharing Information and Lessons Learned**

Guest Speaker

National Safety Council

Mr. Chuck Hurley
Vice President,
Transportation Division

US Army Safety Center

U.S. ARMY SAFETY CENTER

BG Smith
Director of Army Safety

U.S. Army Safety Center

Enhancing Combat Readiness Through Risk Management

BG Joe Smith
Director of Army Safety

CG3-73

The Challenge

"Reduce the number of mishaps and accident rates by at least 50% in the next two years."

Secretary of Defense

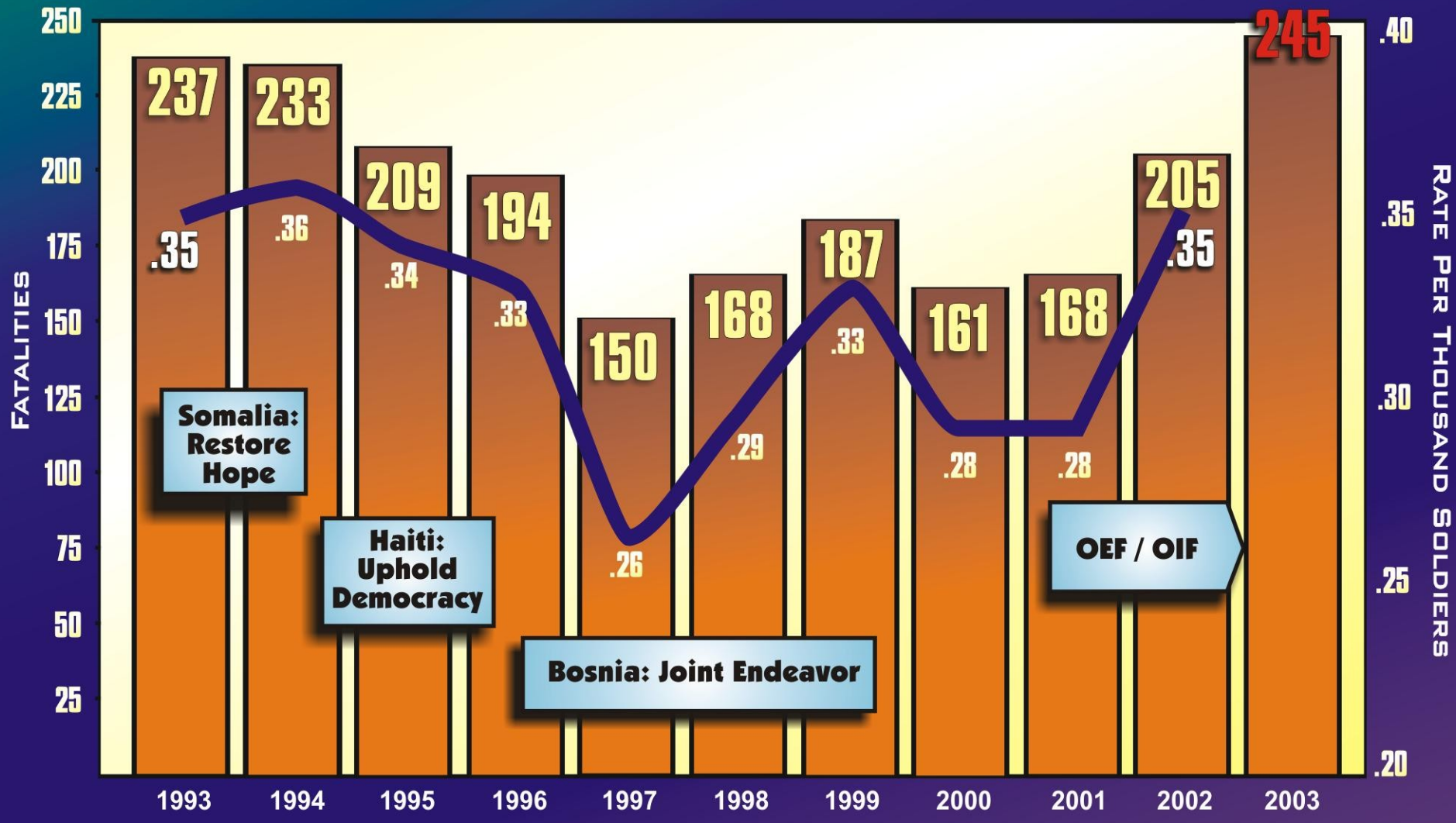
What does this mean to you?

It's on OUR watch!

CG3-66B

FY03
245
Army Military
Fatalities
$514+ Million*
* Captured Costs
VCSA3-01
As of 9 Sep 03

Army Military Fatalities



IPR3-474

As of 9 Sep 03

Total Army Versus OIF

	Fatal*	Class A	Class B	Reported Class C	Reported Class D	Total
Reported Army YTD Totals to 8 Sep						
Aviation	34	30	17	67	41	155
Ground	207	235	73	1062	428	1798
Total	241	265	90	1129	469	1953
OIF AO to 8 Sep						
Aviation	8	12	5	10	12	39
Ground	60	76	21	85	10	192
Total	68	88	26	95	22	231
OIF Percentages						
All Types	28.2	33.2	28.9	8.4	4.7	11.8

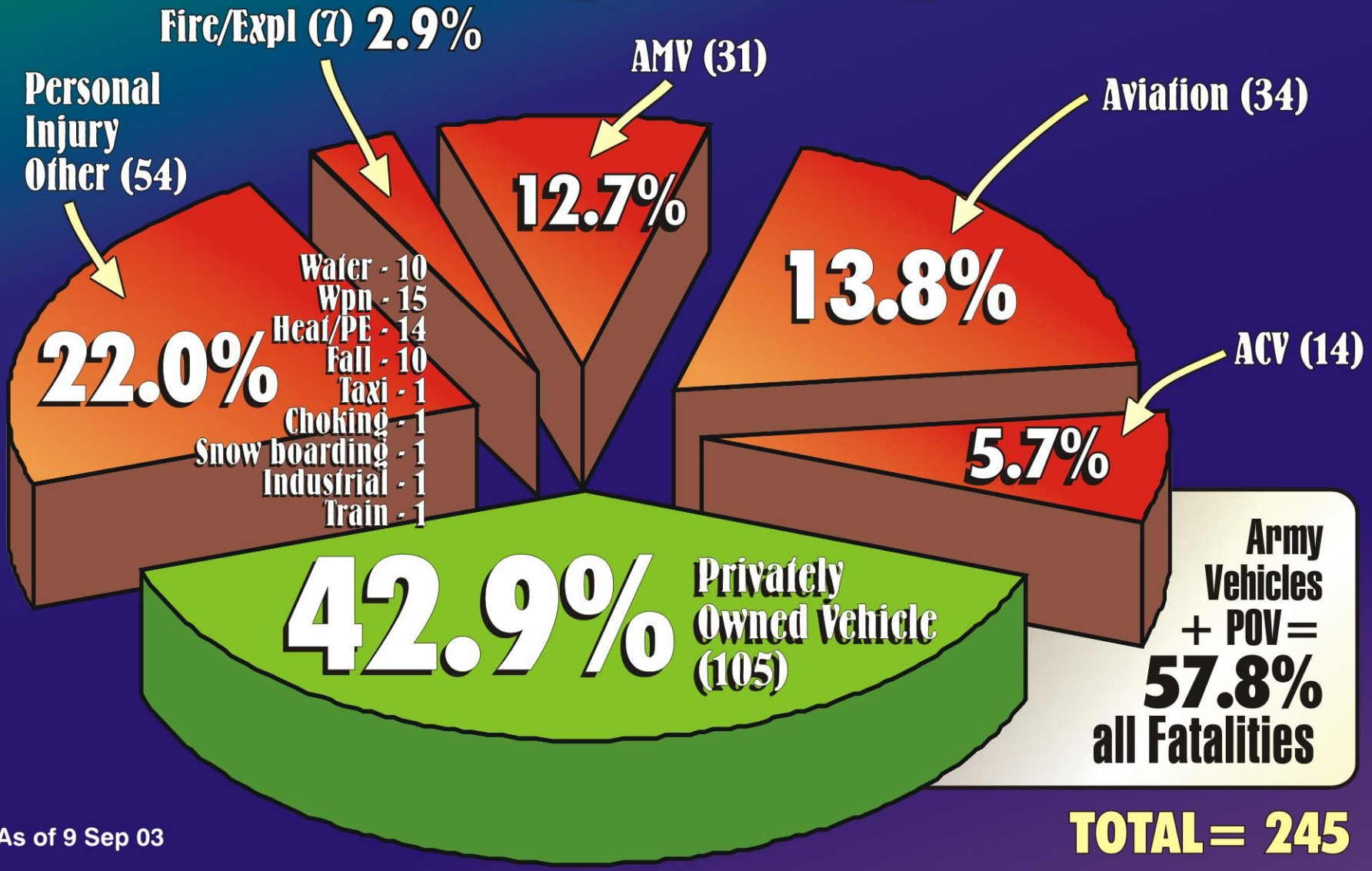
*Army Military Fatalities Only

YTD Performance at a Glance

Category	FY03	FY02	FY03 vs FY02	FY03 vs 3 Yr Avg
Class A Accidents				
Aviation (Flight & Non-flight)	30	26	16.0% ↑	107.0% ↑
Ground (on duty)	116	46	152.2% ↑	197.4% ↑
Ground (off duty)	124	131	5.3% ↓	1.6% ↓
TOTAL	270	203	33.0% ↑	50.8% ↑
Army Military Fatalities				
Aviation	34	17	100.0% ↑	218.2% ↑
Ground (on duty)	90	43	109.3% ↑	172.7% ↑
Ground (off duty)	121	134	9.7% ↓	3.2% ↓
TOTAL	245	194	26.3% ↑	45.0% ↑

As of 9 Sep 03

YTD FY03 Army Military Fatalities



As of 9 Sep 03

TOTAL = 245

IPR3-405

U.S. Army Safety Program

Safety is a *Commander's* Program

Enhance combat readiness through proactive Risk Management

TRS3-08

Risk Management "3 Deep"

Sergeant's Time Training

Requires Multi-Level Leader Involvement

Company Battle Drill

Army Safety

Performance

Aviation

PCC2-06

Class A Aviation Trends YTD

Events *

Brown/white out..... 9 (37.5%)
Collision w/Ground..... 4 (16.7%)
Tree/Wire Strike..... 3 (12.5%)
Material failure..... 3 (12.5%)
IIMC..... 2 (8.3%)
Mesh Rotor Blades..... 1 (4.2%)
Mid Air Collision..... 1 (4.2%)
Collision w/Grnd object..... 1 (4.2%)

Causes *

Individual failure..... 17 (89.5%)
- Crew coordination..... 11 (57.9%)
- Overconfidence..... 9 (47.4%)
- Indiscipline..... 4 (21.1%)

Environment..... 12 (63.2%)
Support failure..... 3 (20%)
Leader failure..... 7 (36.8%)
Training failure..... 4 (21.1%)
Risk Management..... 1 (5.3%)
Standards..... 3 (15.8%)
Unknown..... 1 (5.3%)

Profile */**

Night..... 54.5%
IP..... 45.0%
Single ship..... 45.5%

IP (total/type)..... 2814/1466
PC (total/type)..... 1262/912
PI (total/type)..... 731/328

Type (YTD)

(ClassA/Fatal)	FY03	FY02
AH-64	8/3	7/2
MH/CH-47	4/0	6/8
OH-58D	3/0	3/0
MH/UH-60	10/27	4/2
Fixed-wing	1/2	1/1

As of 14 Aug 03

* Four Accidents still under investigation ** Non-material failures

Class A Aviation Trends OIF AOR

Events **

Brownout..... 7 (77.8%)

Collision w/Ground.....1 (11.1%)
Wire Strike.....1 (11.1%)

Causes *

Individual failure..... 8 (100%)
- Crew coordination.....5 (62.5%)
- Overconfidence.....2 (25.0%)

Environment..... 7 (87.5%)

Support failure..... 1 (12.5%)
Leader failure.....4 (50.0%)
Training failure..... 3 (37.5%)
Standards..... 2 (25.0%)

Profile *

Night.....50%
IP..... 25%
Single ship..... 50%

IP (total/type).....1271/unknown
PC (total/type).....1166/993
PI (total/type).....602/431

Type

(ClassA/Fatal)

AH-64..... 4/0
MH/CH-47.....0/0
OH-58D.....2/0
MH/UH-60..... 4/7

* Two accidents still under investigation

** One accident under investigation

As of 15 July 03

(Reported) Aviation Accidents

	Class A		Class B		Class C	
	ARMY	USAREUR	ARMY	USAREUR	ARMY	USAREUR
FY01	10	1	16	3	92	11
FY02	28	5	15	4	96	5
FY03	30	1	18	1	68	3

Army total: 373 Acdts / 62 Fatals / Total Cost: $638,016,690

USAREUR total: 34 Acdts / 5 Fatals / Total Cost: $89,001,904

As of 9 Sep 03

Army totals include USAREUR data

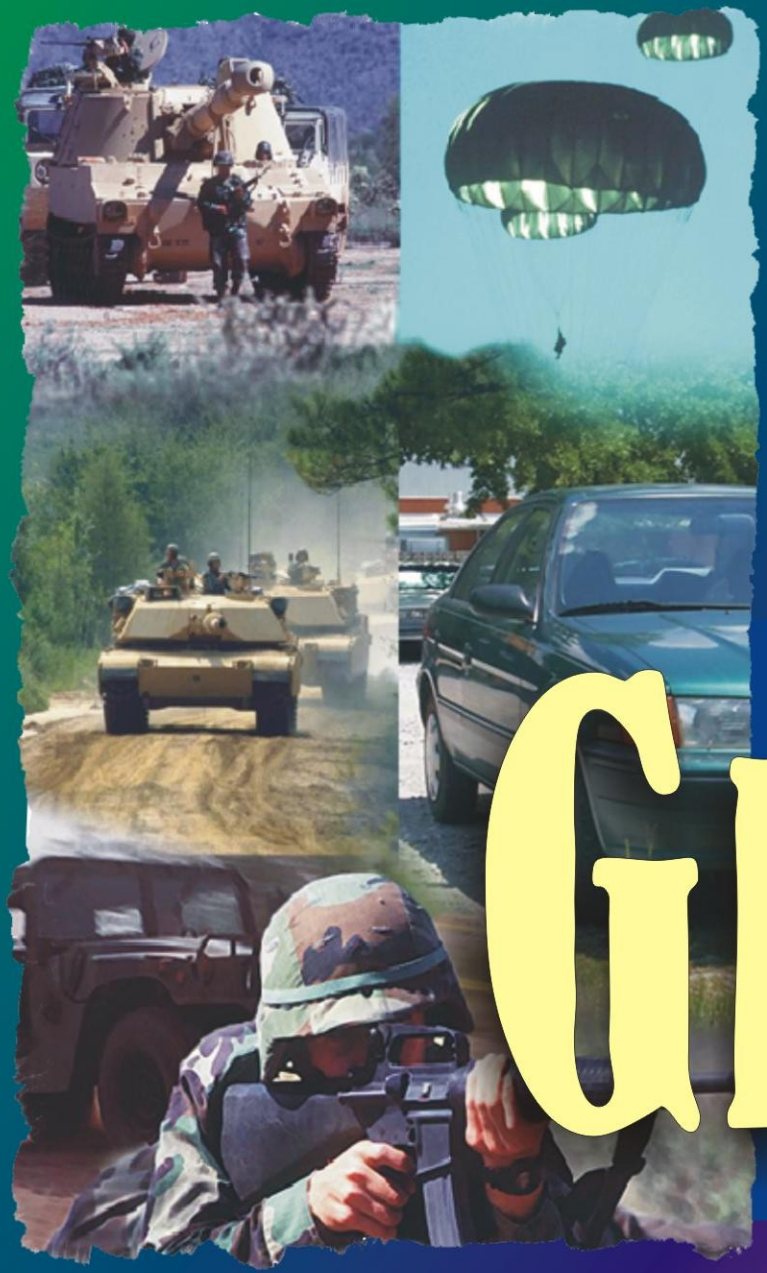
(Reported) USAREUR Aviation Accidents

DATE	ACCIDENT DESCRIPTION	CLASS	D/N	ARCFT TYPE
10Jul02	#1 Engine cowling was found to have been unsecured upon shutdown from flight and damage was identified.	C	D	AH-64A
12Aug02	While moving to a Battle Position the acft crashed while making a forced landing.	A	N	AH-64A
30Oct02	Acft landed hard from a 10 ft hover.	C	N	UH-60A
15Jan03	Post-flight inspection revealed tail rotor damage from suspected tree strike.	C	N	AH-64A
08Jun03	Aircraft experienced possible wire strike followed by post crash fire.	A	D	AH-64A
07Jul03	Terrain Flight on NOE route MRB struck a tree damaging all 4 tip caps.	C	N	UH-60A

Selected sampling of reported accidents

Aviation Recommendations

- ***Environmental*** — **Train to standard prior to conducting operations in new environmental conditions**
  - **Brownout — Train to standard**
  - **Deteriorating Weather —**
    - Crew reluctance to transition to IFR
    - Crew willingness to fly in marginal weather
- ***Flight Profile*** — **Ensure approval authority for single ship missions is at the appropriate level**
- ***Crew Coordination*** — **Commanders review current crew coordination program & ensure refresher training as required. Accelerate fielding of Crew Coordination Sustainment Program**



Army Safety Performance Ground

PCC2-01

Army Motor Vehicle Accident Trends

Most accidents occurred in convoys in forward areas

Army Totals
- 111 injuries
- 27 deaths

OIF Totals
- 38 injuries
- 22 deaths

- **Speed was a factor in over 50% of the accidents studies**
- **Environment played a role in almost 50% of the accidents**
  - Dust
  - Civilian vehicles
  - Obstacles
- **Failure to use seat belts contributed to severity of injuries in almost 50% of HMMWV accidents**

AS of 20 Aug 03

(Reported) Ground Accidents

	Class A		Class B		Class C	
	ARMY	USAREUR	ARMY	USAREUR	ARMY	USAREUR
FY01	163	25	76	7	2009	174
FY02	186	18	64	7	1715	166
FY03	240	13	73	4	1080	41

Army total: 5,606 Acdts / 553 Fatals / Total Cost: $246,387,855

USAREUR total: 454 Acdts / 52 Fatals / Total Cost: $15,277,072

As of 9 Sep 03

Army totals include USAREUR data

(Reported) USAREUR Ground Accidents

DATE	ACCIDENT DESCRIPTION	CLASS	D/N
11May03	Driver of POV lost control while passing a vehicle, spun and struck a guardrail, SM (passenger) received PTD injuries.	A	N
15Jun03	SM was riding his motorcycle, he attempted to pass a veh and collided with an oncoming veh resulting in fatal injuries.	A	D
29Jul03	SM received fatal injuries when his HMMWV struck a tractor-trailer that jack-knifed while rounding a curve. 2 SMs in HMMWV had minor injuries.	A	D
18Aug03	SM was a passenger in a Pov that entered a construction zone and ran into the back of a semi-truck; SM died from his injuries on 24 AUG 03.	A	N
28Aug03	SM was hiking in the 'Altspitz', he is presumed to have fallen prey to an accident; SM's body was located after he failed to return to duty.	A	D
29Aug03	SM was fatally injured when his POV/van collided head-on w/another POV.	A	N

Selected sampling of reported accidents

Vehicle Recommendations

- **Convoy Management Plan**
  - Formal MSR hazard assessments
  - Establish & resource key control nodes along routes
- **Enforcement of Standards**
  - Speed
  - Seatbelts
  - Convoy discipline (Distance vs Speed: must be adjusted based on environmental conditions)
- **Enforcement of Convoy Briefings**
  - Must include RM at ALL levels
  - * Careful attention to small convoys

Negligent Discharges in Operation Iraqi Freedom

- 10% of accidental fatalities during pre-hostilities phase
- 17.6% of accidental fatalities during hostilities phase
- 15.8% of accidental fatalities during post-hostilities phase

Negligent Discharge Scenarios

- SM was fatally injured when his weapon discharged striking him in the head.
- SM was fatally injured when he fell off a ladder he was climbing causing his M4 rifle to accidentally discharge, striking him in the eye.
- M60D jammed in flight. Crew chief removed weapon from mount in attempt to clear the weapon, a round discharged through floor of UH-60 causing $39,500 in damage to aircraft. No injuries.
- SSG discharged M16 through roof of open sleeping bay. Unit had just returned from live fire training in Kabal. Weapon belonged to squad member and SSG thought weapon was unloaded.
- SPC on guard duty discharged 9mm while playing with weapon on guard duty. No injuries. Minor damage to guard shack. ROE only called for magazine in weapon with no round in chamber.

Negligent Discharge Scenarios

- After cleaning weapon, SM performed function check on his M16 with butt of weapon on floor. Round discharged. SM fatally injured when round went through chin.
- MP discharged 3 rounds from M249 SAW while installing night vision sight. No injuries.
- SM retrieved what he thought was his unloaded 9mm from bag in tent. Weapon discharged severely injuring fellow soldier in abdomen.
- SM failed to properly clear weapon at clearing barrel discharging round.
- SM was performing function check after cleaning weapon. Round discharged into tent floor. No injuries.
- SGT was conducting class on how to perform function check on M4. He failed to remove magazine. Round discharged injuring his toe.

Negligent Discharge Scenarios

- SM was cleaning his M4 and failed to remove magazine. During function check, round discharged through wooden wall and lodged in box of paper.
- SM was on patrol in secure area. 9mm discharged in holster injuring knee.
- SM was pulling guard duty and discharged his weapon. Injury to calf.
- SM had negligent discharge of M249 SAW while pulling security during vehicle halt. No injuries.
- SM accidentally discharged 12 gauge shotgun in USAF C-130 causing slight shrapnel injury to USAF crewmember.
- SPC was loading M249 SAW and discharged 4-5 rounds.
  Four rounds struck NTV and 5th round hit SFC in knee.
- PFC negligently discharged 3 rounds from M16 in logistics support area.
  No injuries.

Negligent Discharge Scenarios

- SM had negligent discharge of M249 SAW causing gun shot wounds to three fellow soldiers.
- Unit armorer opened breach of M203 and noticed 40mm grenade round in chamber. Round fired when he closed breach. Explosion from grenade severely injured SM in assembly area from shrapnel to chest.
- 25mm round fired when TC entered BFV and turned on master power switch. One fatality and one injury.
- SSG was twirling his 9mm cowboy style. Round discharged and struck SM in knee.
- SPC was cleaning 9mm pistol in unit assembly area. Weapon discharged and struck SM in head. One fatality.
- SGT accidentally fired M4. Round grazed nearby SM in head. Minor injury.

Negligent Discharge Scenarios

- PFC attempted to clear M4 in back of BFV. Weapon discharged in fellow SM's foot.
- Before performing PMCS on BFV, crew attempted to clear 25mm gun. They cycled gun thinking it was clear. Round discharged in harmless area.
- SGM had negligent discharge of 9mm at clearing barrel. Failed to remove magazine.
- While on guard duty, SM was handed weapon from another soldier. Weapon was on semi and discharged round in soldier's foot.
- W01 from protective services detachment had negligent discharge of MP5K 9mm submachine gun. Minor injury.
- MP was escorting EPW to holding facility and accidentally discharge weapon in his foot. No injury to EPW.

POV Accidents

Where are We at risk?

- **Causal Factors**
  - Speed
  - Fatigue
  - Seatbelt/Helmet Not Used (Increases injury severity)
- **Profile**
  - 19-24 Male
- **Leadership Failure**
  - NCO involvement
    - Share knowledge & experience
  - Enforce the standard
  - Parking lot spot checks
  - Use the Provost Marshal
  - Failure to reward good performance

BUCKLE UP - NO EXCEPTIONS - NO EXCUSES!

CG1-03D

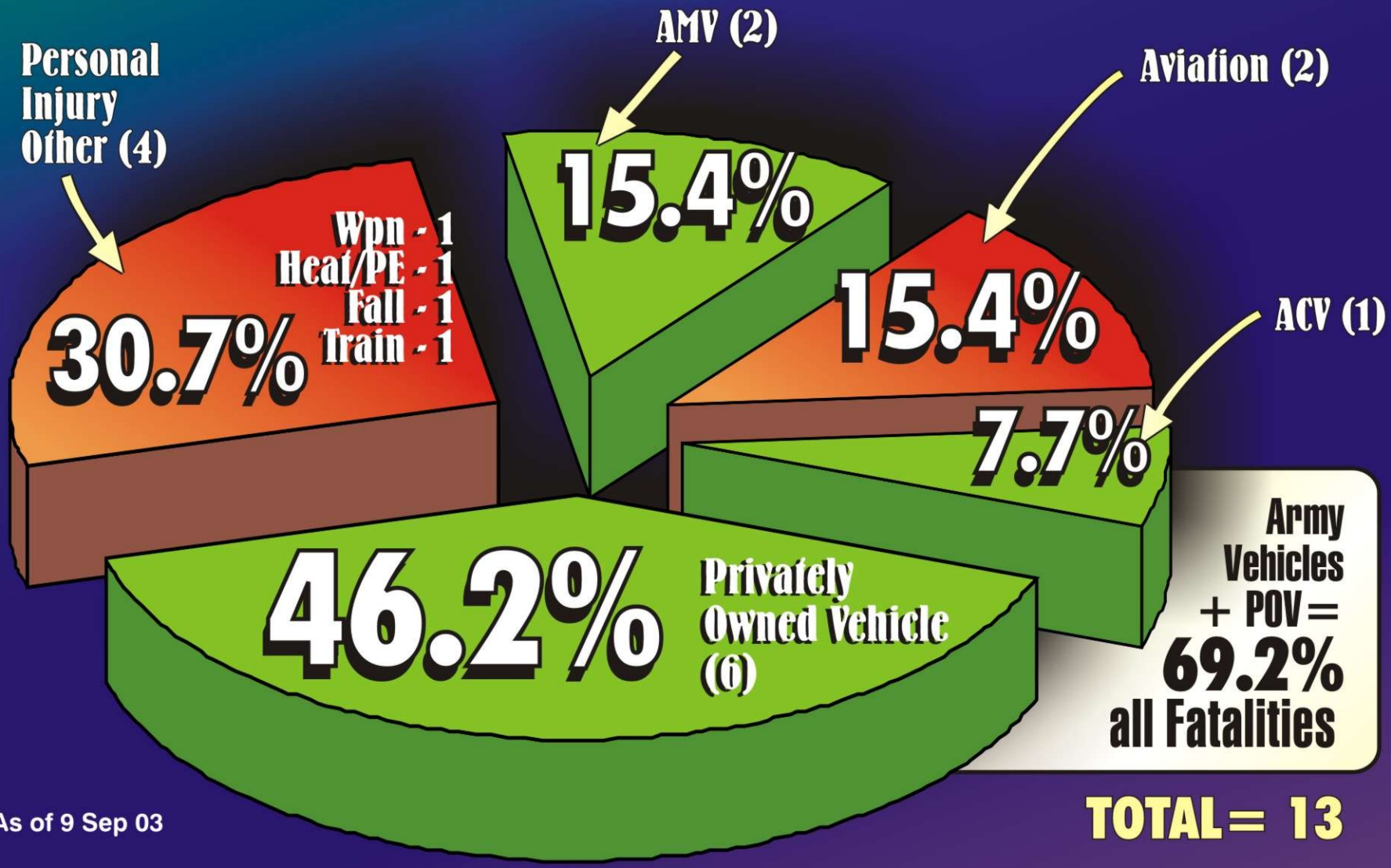
(Reported) POV Accidents

FATALITIES	ARMY	USAREUR
FY01	99	10
FY02	110	12
FY03	105	5

As of 9 Sep 03

Army totals include USAREUR data

YTD FY03 USAREUR Military Fatalities



As of 9 Sep 03

TOTAL = 13

ASMIS
GROUND
Army
Safety
Management
Information
System
Aviation
POV
To
Success

What We Are Doing

Communications

- Internet / Intranet
- Flightfax & Countermeasure
- Joey
- Talking Heads
- ARAS
- ASCP
- POV–IMA
- Awards

Assessments

- Ground Assessment/DES
- POV CAI
- CAI's
- Data Mining (DMSS)
- Acquisition System Safety

Risk Management

- ASMIS-1
- RMI Visits
- LDR TNG
- NCOPD
- RMIS
- Commander's Safety Course
- Air Crew Coordination (USAAVNC)
- CP12
- Lost Workday

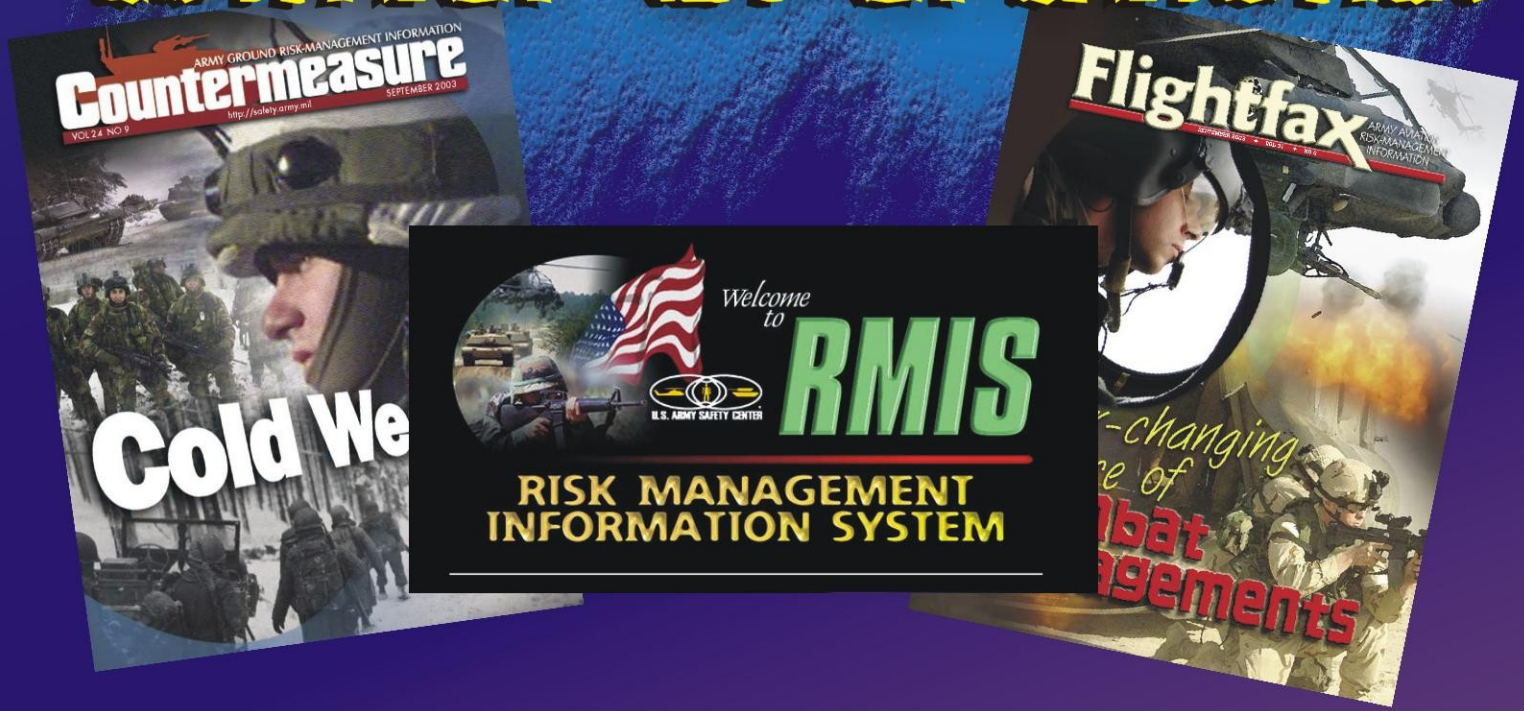
http://safety.army.mil

Old Man Winter's Coming ...

Are YOU Ready?

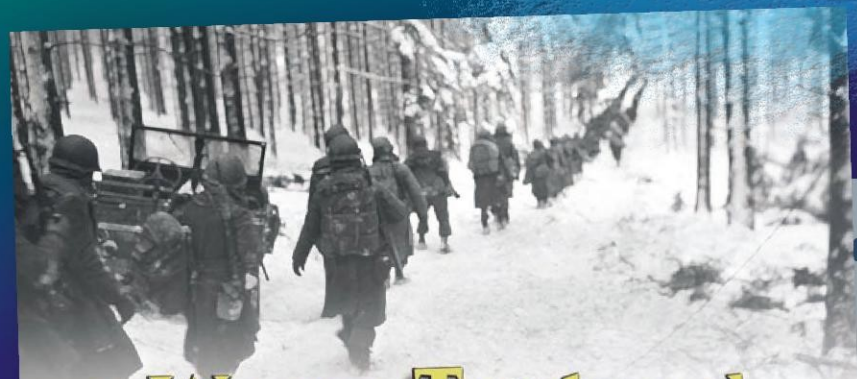
USAREUR3-07

Look to Us for Useful Information on Winter Operations.



Countermeasure

Flightfax



A Warm Tent and a Cup Full of Soup

LTC Joseph McKeon
U.S. Army Safety Center

As I write this article, it's July and I'm in southeastern Alabama—hot, hot, hot! But given the literary flash-to-bang time between writing an article and getting it into the bathroom stall where it can be read by soldiers, it's already time to think about winter. It's also the 50th anniversary of the declared cease-fire in Korea, which was a welcome relief to all those dog-faced Joe's who suffered through brutal Korean winters.

Looking back at World War II and Korea, the numbers of soldiers incapacitated due to cold weather injuries was staggering. LTC (Dr.) Kenneth Orr reported in 1954 that the number of hospitalization days due to cold injuries in those two conflicts was more than 3 million! Imagine our entire Army being hospitalized for more than a week. This stands as a stark reminder of how poorly trained and equipped soldiers rapidly can become compromised, especially in the absence of meticulous supervision by caring leaders.

As a soldier today, you are neither poorly trained nor poorly equipped, nor are you lacking caring leaders. So why bother writing about cold injuries? Because they continue to happen, even though they are preventable. The equipment issued to you, when used and maintained properly, will allow you to fight and win in even the most austere environment.

I know this because when I was building my little shelter in the snow near Fairbanks, AK, it was 20 degrees below zero and my gear protected me. And then there was the time I spent the night unexpectedly on a hilltop at the National Training Center (NTC), CA. I was with a light infantry battalion and had nothing but the BDUs I was wearing and my TA-50. Even though the temperature was "only" in the 40s, I endured the coldest night of my life. But this article isn't about "war stories;" rather, it's about protecting yourself and the soldiers you

ce in the Cold

Mechanical systems

The systems are now up and running and ready to go, right? Wrong! We have done the right thing with our electronic systems; however, what about the mechanical systems?

Mechanical and hydraulic controls become sluggish in cold weather. Transmissions and gearboxes are lubricated by either oil or grease. Both of these lubricants can be affected by temperature, and in cold weather they tend to thicken.

We know that thicker fluid exerts higher pressure on seals. In maintenance lingo, that means lots of blown seals. Simple actions such as wiping down exposed hydraulic pistons and thorough pre-heating of the aircraft help alleviate problems associated with extreme cold weather.

Hydraulic fluid leaks are amplified as the temperature decreases. Hydraulic cylinders and actuators may leak fluid because O-rings, seals, and gaskets are less pliable and become hardened at lower temperatures.

Water in fuel can turn to ice that will block fuel lines, filters, and valves. Keep fuel tanks topped off. The gap between the top of the tank and the fuel is full of cold moist air, which causes condensation that drips into your fuel. When you take fuel samples, drain enough fuel to get rid of all the water.

When refueling an aircraft in subzero temperatures, always check the fuel level while in the hangar. When a full aircraft is moved inside the hangar, the fuel level rises with the higher temperature. Opening the filler cap inside the hangar could result in a fuel spill to clean up.

The colder the temperature, the drier the air. And the drier the air, the more static electricity becomes a hazard. Be extra careful during refueling. Static can result from the aircraft moving through the air or by brushing frost or snow off the aircraft. Fuel flowing through the filler neck can also generate a spark that ignites fuel.

Aircraft must be grounded. Make sure the aircraft and tanker are bonded together and the nozzle is bonded to the aircraft before removing the cap. When you're freezing while refueling, you might be tempted to neglect a ground. Don't! Follow all grounding procedures; do not take shortcuts.

If you're not using a closed circuit fueling nozzle, put the regular nozzle in all the way. That will keep static down and lessen the chance for a fuel spill. Use extra care if you have to refuel or take fuel out of an aircraft. Spilled fuel can cause instant frostbite.

Tires

Air pressure drops with the temperature, so check your aircraft's tire pressure often. Tires frozen to the ground can be freed with an approved liquid deicer. Move the aircraft immediately to keep tires from freezing again as the slush formed by the deicer refreezes.

Crewmembers

Finally, let's talk about our most important resource: people. When units move from a warm environment to a much colder one, it is important that all personnel carefully review manuals to ensure specific adjustments for the new environment are made (see CTA 50-900 for additional equipment requirements).

Getting soldiers to work in cold climates is a challenge, and it's also a very big responsibility. Take an active role in caring for your soldiers. Small things like having hot coffee and soup available go a long way. Make sure soldiers are dressed for the environment. Poly-pro may be okay for walking around for short periods of time, but for extended periods, it isn't the correct PPE for launching an aircraft or working on a vehicle.

Bottom Line

Operating and maintaining aircraft in cold weather can be physically demanding and hazardous. Regardless of winter's adverse environmental conditions, Army Aviation must continue its mission to defend our Nations' interests around the world. To do so safely requires each one of us taking cold weather training seriously and applying risk management effectively. ■

—CW4 Todd Toth, Risk Management Integration Division, DSN 558-9679 (334-255-9579), todd.toth@safetycenter.army.mil

USAREUR3-09

Army in Europe

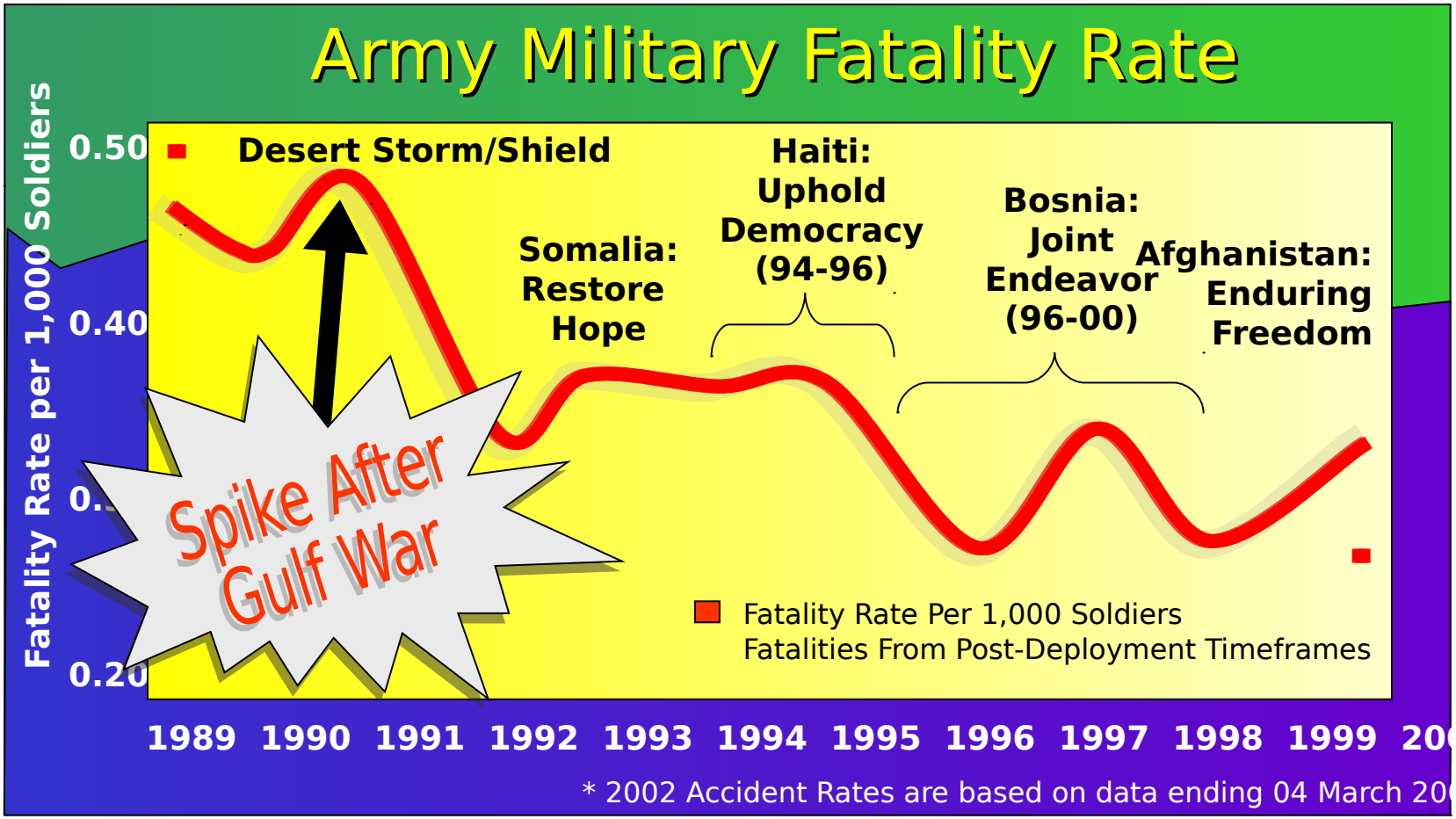
Winter Safety Campaign

1st Qtr FY04 Risk Assessment

Areas of Concern		Initial Risk
Standards & Discipline	Deployment, Redeployment & Reintegration	Ex High
	Winter Safety	High
	POV Operations	Ex High
	Weapons Handling	High
	Training & Exercises	High
	Holiday Safety	High
	Suicides	High

Low Risk | Moderate Risk | High Risk | Extremely High Risk

Post-Deployment Accident Rates


Army Military Fatality Rate
Fatality Rate per 1,000 Soldiers
0.50
0.40
0.20
Desert Storm/Shield
Somalia: Restore Hope
Haiti: Uphold Democracy (94-96)
Bosnia: Joint Endeavor (96-00)
Afghanistan: Enduring Freedom
Spike After Gulf War
Fatality Rate Per 1,000 Soldiers
Fatalities From Post-Deployment Timeframes
1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999
* 2002 Accident Rates are based on data ending 04 March

BOTTOM LINE: Historical Increase in Post Deployment Fatalities is a Concern

Deployment and Redeployment

POTENTIAL RISKS

- Weather
- Insufficient Mission Training
- Operation of Motor Vehicles
- Absence or Rotation of Leadership
- Rail & Convoy Operations
- Soldier Acclimation
- Reunion & Reintegration Stressors
- Units Without Risk Management Staff Expertise
- Deployment / Redeployment Location Preparedness
- Emerging Theater Specific Threats & Risks
- Rear Detachment Support During Redeployment and Reintegration Activities

CONTRIBUTING FACTORS

- High OPTEMPO
- Winter Weather
- "Get-home-itis" or "Smelling the Barn"
- Lost POV Proficiency of Returning Soldiers
- Alcohol Tolerance of Redeploying Soldiers
- Fatigue: Acute and Chronic

CONTROLS

- Leader Engagement
- Winter Safety Campaign Plan
- Pre-Departure Convoy Briefings and Contingency Plans - ARs 385-55, UR 385-55, AR 600-55 & AE PAM 385-15
- Rail Operation Certification & Verification AE PAM 385-15-2
- Review/Apply Existing Redeployment Plans / SOP's
- Coordination With IMA-E and ASGs / BSBs & Local Officials As Required
- Integration of Key Staff Sections into Redeployment Briefings and Counseling Sessions for Soldiers and Families
  - ✓ Unit Chaplain's Reunion Briefing
  - ✓ Medical, Combat Stress
  - ✓ Safety
  - ✓ Substance Abuse Program
- Safety Deployment/Redeployment Training
- Collection and distribution of Lessons Learned (Safety Center, CALL, Command HQ)
- Maintain Active Leader Presence at Rear HQ during Redeployment and Reintegration Process
- Weapons Clearing & Safety Training

Winter Safety

POTENTIAL RISKS

- Deploy ivities During Inclement Weather
  - ✓ Corps/Division & 173d Bde Redeployment
  - ✓ Division Deployment
  - ✓ Balkan Winter Rotation
- Force Protection Responsibilities
- Training in Inclement Weather
- Soldier Acclimation
- Winter Road Conditions
- Heater & Stove Operations – Fire / CO
- At Risk Behavior – Sleeping In Vehicles
- Activity conducted in remote areas
- Winter Recreation Activities

CONTRIBUTING FACTORS

- High OPTEMPO
- Rapidly Changing Weather Conditions
- Fatigue

CONTROLS

- 1st Line Leader Engagement
- Proactive Command Information Program mid-Sep thru 31 May 04
- Winter Safety Campaign Plan – S: 1 Oct 03
- Vehicle and Aircraft Winter Preparation
- Driver, Pilot & Crew Preparation
- Cold Weather Injury Prevention Training -UR PAM 350-7 S: 1 Nov 03
- Winter Driver Training - UR 385-55 S: 1 Nov 03
- Stove & Heater Training & Licensing S: 1 Nov 03
- Risk Management Training S: 1 Nov 03
- Buddy System
- Warming Facilities
- Hydration
- PT & Running Uniform

2003-2004 Winter Safety Campaign

Key Elements:

- ❑ **Command Information Program** **Begins Mid-Sep**
- ❑ **Accident Trend Analysis**
- ❑ **Weather Information**
- ❑ **Tactical Operations Safety Training & Education**
- ❑ **POV Safety**
- ❑ **Risk Management Training & Integration**

2003-2004 Winter Safety Campaign

MSC Commanders: **SUSPENSE**

Create Winter Safety Program
& Submit to HQ USAREUR **1 Oct 03**

Period: 1 Nov 03 – 31 May 04

Subjects:

- ❑ **Tactical Operations Field & Garrison Training**
  - ✓ **Cold Weather Injury Prevention** **1 Nov 03**
  - ✓ **Winter Driver Training** **1 Nov 03**
  - ✓ **Weather-Related Hazards (Snow,Ice,Black Ice,Fog,etc.)**
  - ✓ **Stove & Heater Safety (Training & Licensing)** **1 Nov 03**
  - ✓ **Carbon Monoxide Poisoning & Oxygen Deprivation**
  - ✓ **Risk Management Training** **1 Nov 03**
- ❑ **POVs & Motorcycles - Orientation**
- ❑ **Winter Recreational Safety**
- ❑ **Seasonal Hazards (PT, Exercise, Alcohol, Traffic)**

2003-2004 Winter Safety Campaign

Deploying / Redeploying / Reintegration_

<u>MSC Commanders</u>:
Additional Requirements:

- ❑ **Movement Operations (Convoy, Rail, Barge, Sea & Air)**
- ❑ **Safety Preparation Training (Safety Certification / HAZM**
- ❑ **Reintegration of Personnel**
  - ✓**Drug & Alcohol Awareness Training**
  - ✓**POV Licensing & Registration**
  - ✓**POV Re-orientation**
  - ✓**Integrate Deployment Cycle Support Program**
  - ✓**Amnesty Program**

POV Operation

POTENTIAL RISKS

- Aggress
  - ✓ Speeding
  - ✓ Fatigue
  - ✓ Not Focused on Driving
  - ✓ Motorcycle Use
- Substance Abuse
  - ✓ Alcohol & Drugs While Driving
- Unsafe Vehicle Operation
  - ✓ Personal Vehicles Not Road Worthy
  - ✓ Inexperienced Drivers
  - ✓ Driver Proficiency Degraded During Extended Deployment
  - ✓ Distracted Drivers (cell phones, eating)
  - ✓ Failure to use Seatbelts, Child Seats
  - ✓ Failure to Wear Motorcycle Helmets

CONTRIBUTING FACTORS

- Fatigue: Acute and Chronic
- Availability of Alcohol and Drugs
- Extended Driving Distances
- Increased Traffic Volume during Holidays

CONTROLS

- **Leader Engagement**
- **Sustain Aggressive Driving Prevention Programs at All Levels**
  - ✓ **Click It or Ticket & Booze & Lose It Campaigns**
  - ✓ **Aggressive Media Campaign**
- **Use Risk Reduction Program (RRP) to Identify At-Risk Drivers and Intervene**
- **Train First-Line Leaders on Techniques to Reduce POV Accidents**
  - ✓ **Leaders / Commanders Safety Course**
  - ✓ **POV Toolbox**
- **Enforce Army Substance Abuse Program – Evaluation of All Substance Abusers IAW AR 600-85**
- **Enforce POV Safety Program with Emphasis on High Risk POV Operations**
  - ✓ **Policy Letter #3 Leaders Review - Extended POV Travel Pass/Leave Program**
- **Conduct Winter Driving Safety Training**
- **Enforce POV-Focused Provisions of DOD Instruction 6055.4, AR 385-55 & UR 385-551**
- **Implement Mandatory Safety (POV) Training and Vehicle Inspections Prior to Releasing Soldiers**

Weapons Handling

POTENTIAL RISKS

- Negligent Discharge
- Captured Weapons & Munitions (Forward) - Storage & Handling
  - ✓ Different-Unknown Safety Standards
  - ✓ Hazardous Disposal Procedures
- Illegal War Trophies
- Personal Weapons - Handling and Operation
- Return of Ammunition Items

CONTRIBUTING FACTORS

- OPTEMPO
- Fatigue and Stress
- Increased Exposure to Weapons & Munitions
- Non-Standard Conditions
- Conflicting Procedures

CONTROLS

- Leader Engagement and Enforcement of Controls
- Train and Certify Ammunition Handlers, to Include 1st Line Supervisors in Crews
- Train and Review Weapons Clearing and Handling Procedures Prior to Deployment – AE PAM 385-15
- Review Weapons Handling Requirements and Limit Exposure and Availability
- Establish Rules of Engagement and Weapons Status Levels for Mission Profiles and Troop Locations
- Assure Clearing Barrels are provided at Appropriate Locations
- Post Clearing Instructions at Clearing Barrel Locations
- Amnesty Programs at Redeployment Locations
- Coordinate with Unit Safety Staff for Weapons Safety Program and Facility Review
- Establish Unit Tracking of, and Weapons Safety Training for, Personally Owned Weapons
- Assure Explosive Ordnance Disposal is Conducted Only by Appropriately Trained and

Training And Exercises

POTENTIAL RISKS

- Active, [illegible]n – Unit Level and Individual Mobilization Augmentees
  - ✓ Differing SOPs & Unit Policies
  - ✓ Differing Safety Structure & Oversight
- Military Vehicle Operations – Night and Limited Visibility Operations
- Short Notice Rotational Schedule due to Wartime Commitments
- Acquisition of Off-The-Shelf and Conditional Material Release Equipment
- Operational Conflicts During Joint Operations
- Training Rotations
  - ✓ Aviation Operations
  - ✓ Live Fire

CONTROLS

- Chain of Command Presence at Training
- Provide Adequate Planning Time
- Closely Manage Taskers and Schools to Assure Leader Presence During Training
- Use Crawl / Walk / Run Approach to Limited Visibility Training
- Conduct Task Force Mission Rehearsals and Safety Briefs Before Operations
- Review and Acceptance at Appropriate HQ for Off-The-Shelf and Conditional Materiel Release Equipment
- Rapidly Disseminate Conditional Materiel Release Equipment Lessons Learned
- Ensure Inclement Weather Training - Issue Appropriate Protective Equipment. Implement Work/Rest Cycles
- Pre-Coordinate Operational Concerns During Joint Exercises

CONTRIBUTING FACTORS

- OPTEMPO
- Fatigue and Stress
- Extended Driving Distances
- Cold & Inclement Weather

Holiday Safety

POTENTIAL RISKS

- Conduc ties which have no definable standards or controls.
- Human Factors
  - ✓ Overconfidence
  - ✓ Complacency to Off-Duty Hazards
  - ✓ At-Risk Behavior
- Holiday Celebrations Involving Alcohol
- Holiday Decorations / Gift Giving
- Driving Long Distances
- Exposure to high risk activities
  - ✓ Skiing / Snowboarding
  - ✓ Heater Operations

CONTRIBUTING FACTORS

- No Supervisory Oversight While Off Duty
- Fatigue and Stress
- Alcohol & Drugs
- Extended Driving Distances – Holiday Driving
- Cold and Inclement Weather

CONTROLS

- 1st Line Leader Engagement
- Proactive Command Information Program
- Holiday Safety Campaign
- Sustain Aggressive Driving Prevention Programs at All Levels
  - ✓ Click It or Ticket & Booze & Lose It Campaigns
  - ✓ Aggressive Media Campaign
- Use Risk Reduction Program (RRP) to Identify At-Risk Drivers and Intervene
- Enforce Army Substance Abuse Program – Evaluation of All Substance Abusers IAW AR 600-85
- Buddy System
- Media Campaign
  - ✓ Holiday Safety Campaign Articles
  - ✓ Fire Safety

Suicides

POTENTIAL RISKS

- Loss of
- Possible Threat to Family & Acquaintances
- Humanitarian Considerations
- Access to Weapons

CONTRIBUTING FACTORS

- C
- Marital / Relationship Discord
- Post Holiday Depression
- Deployment Stress
- Combat Stress
- Financial Pressures / Obligations
- Substance Abuse

CONTROLS

- Leader Involvement
- Effective command communication and suppression of mis-information.
- Ensure Unit Suicide Prevention Programs Are Completed
- Review Guidelines in Suicide Prevention Policy
- Train 1st Line Leaders to Identify and Assist At-Risk Soldiers
- Wellness Programs
- Chaplain's Programs
- Mental Health Involvement
- Weapons and Ammunition Control Procedures
- Effective Implementation of the Risk Reduction Program (RRP)

Next Commanders' Safety Council

0900-1100 hours on 1 December

United States Army in Europe

Command Safety Council

✓ Our Goal: No Loss of Life…

Around the Horn

United States Army in Europe

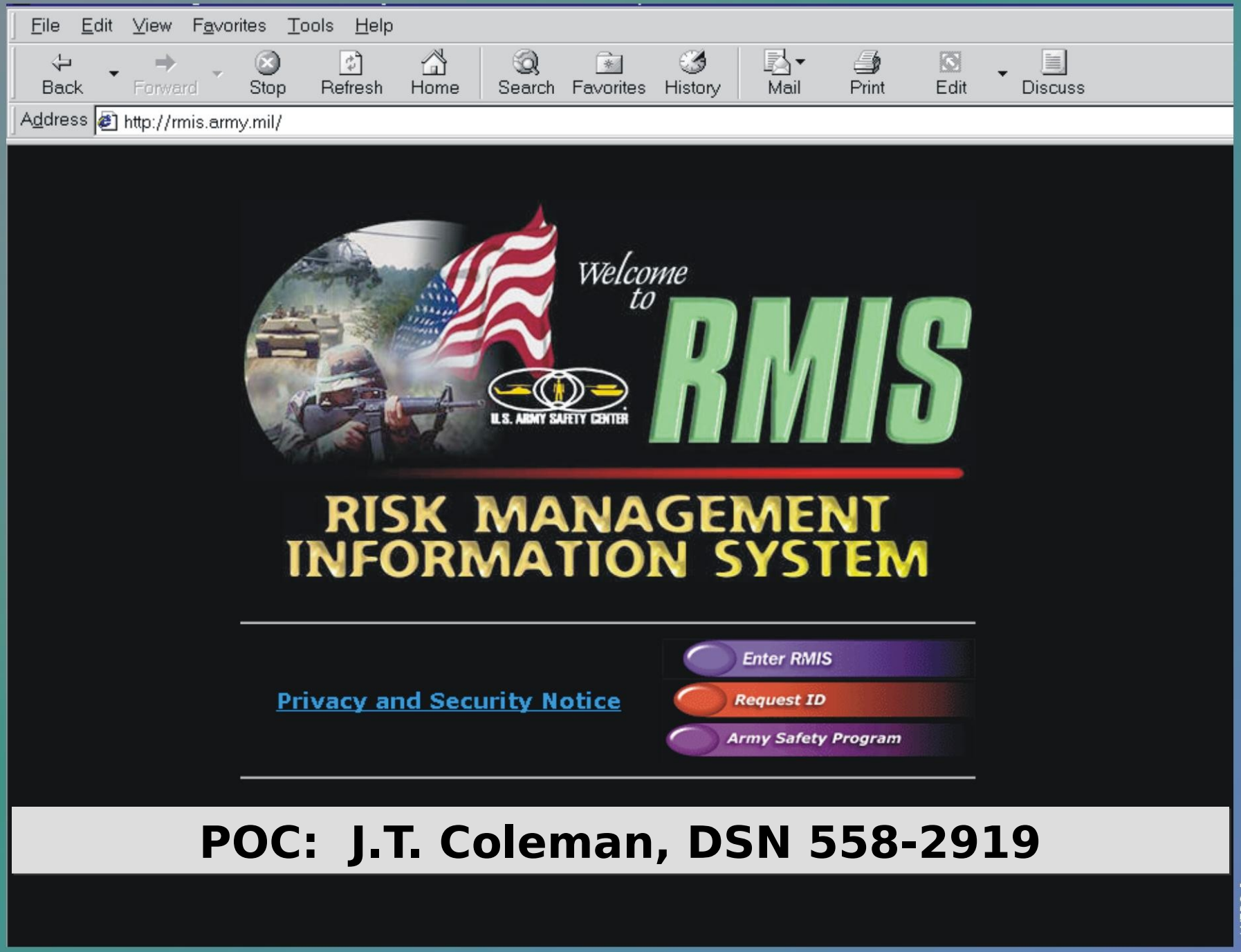
Command Safety Council

✓ Our Goal: No Loss of Life…

Back Up Slides

Army in Europe

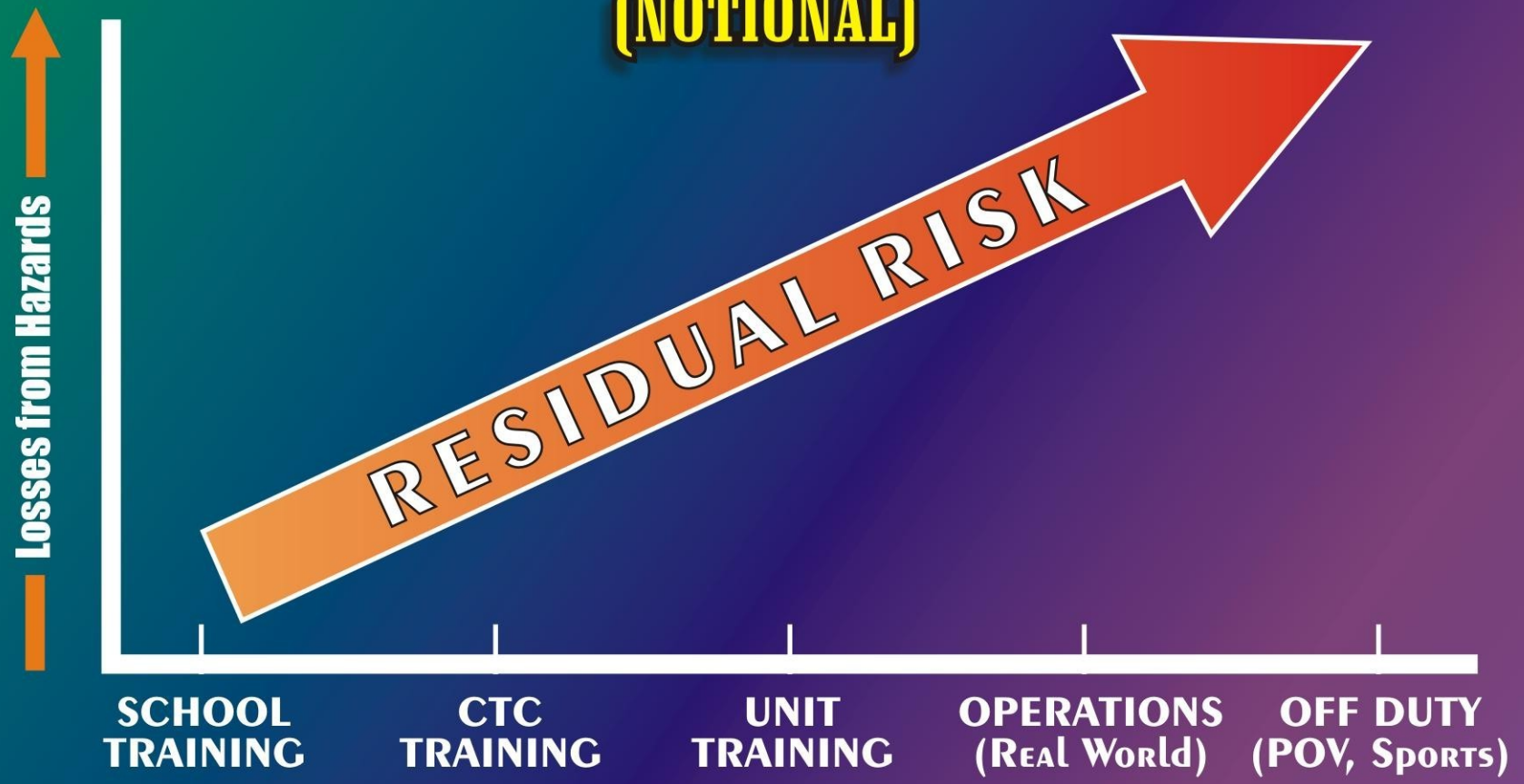
Back up Slides



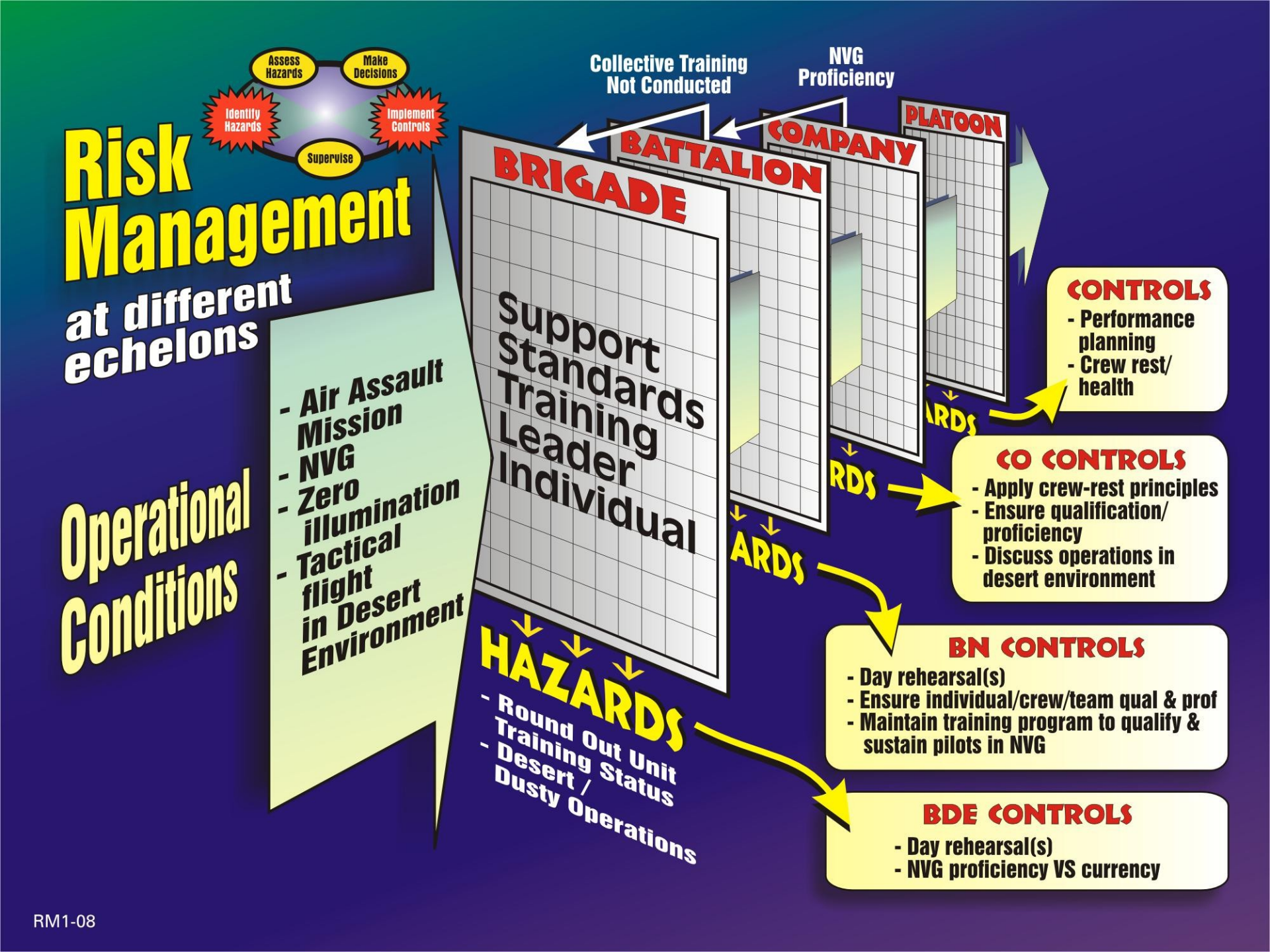
POC: J.T. Coleman, DSN 558-2919

Integration of Risk Management into the Training Planning Process

RESIDUAL RISK
A Function of Hazard Identification & Control
(NOTIONAL)



Units that participate in tough, well-disciplined training with technically & tactically competent leaders present have significantly fewer accidents.


Assess Hazards
Make Decisions
Identify Hazards
Implement Controls
Supervise
Risk Management
at different echelons
Operational Conditions
- Air Assault Mission
- NVG
- Zero illumination
- Tactical flight in Desert Environment
Collective Training Not Conducted
NVG Proficiency
BRIGADE
BATTALION
COMPANY
PLATOON
Support
Standards
Training
Leader
Individual
HAZARDS
- Round Out Unit Training Status
- Desert / Dusty Operations
CONTROLS
- Performance planning
- Crew rest/ health
CO CONTROLS
- Apply crew-rest principles
- Ensure qualification/ proficiency
- Discuss operations in desert environment
BN CONTROLS
- Day rehearsal(s)
- Ensure individual/crew/team qual & prof
- Maintain training program to qualify & sustain pilots in NVG
BDE CONTROLS
- Day rehearsal(s)
- NVG proficiency VS currency
RM1-08

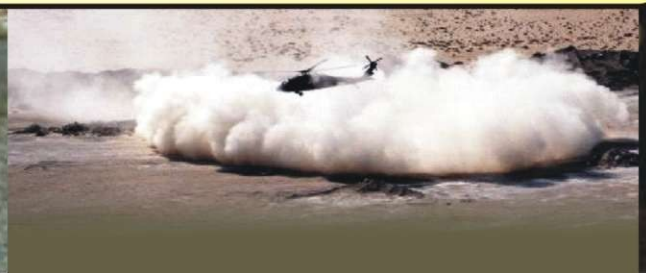
Aircraft Recurring Findings

Four fatalities -
Crew lost situational awareness

No injury - Aircrew encountered brownout conditions and rolled aircraft
Over $30M lost

- Lack of environmental awareness
- Lack of crew coordination
- Applied improper power management
- Selected less preferable landing site

Minor injury - Aircrew encountered brownout conditions and rolled aircraft
Over $30M lost



Aircrew attempted ground taxi without ground guide

FtDRUM3-06

Vehicle Recurring Findings

One fatality - Gunner injured from turret and crushed

One fatality - Driver crushed during convoy operation

- Failure to use seatbelts
- Excess speed for condition
- Lack of supervision
- Lack of risk management
- Overconfident drivers
- Improper vehicle separation in convoys

Three personnel injured during vehicle rollover

(1SG falls out of vehicle during accident sequence - fatally injured)

One fatality - Passenger major injuries

FtDRUM3-05

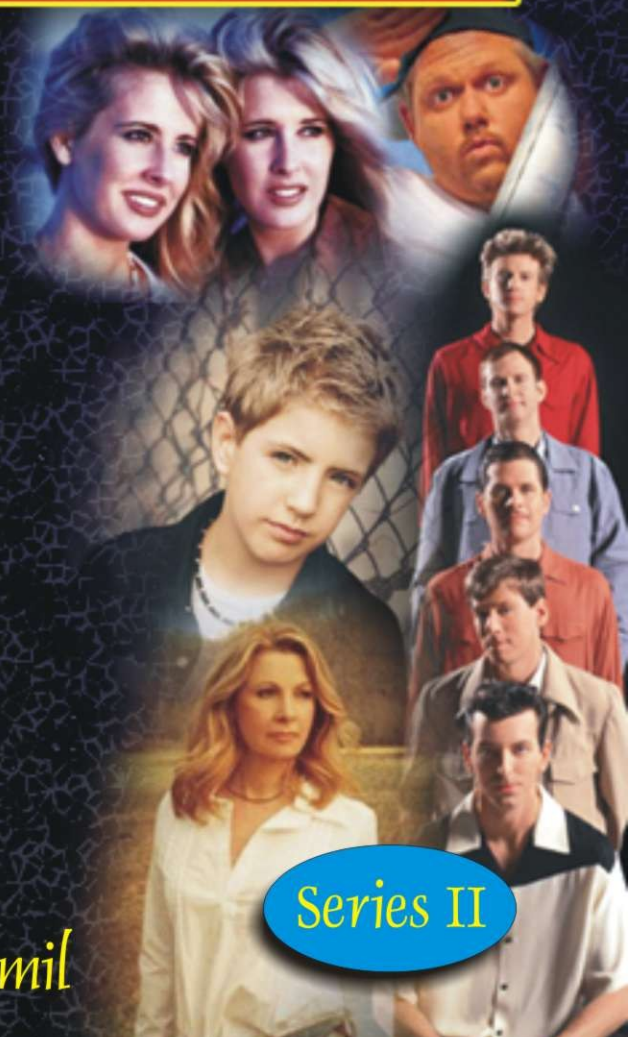
"Drive to Arrive" POV Campaign

- Ten videos completed for AAFES theaters, AFRTS, & AFN
- Distribution in January 03

Series I

Communicator Crystal Award of Distinction

Download from safety.army.mil



Series II

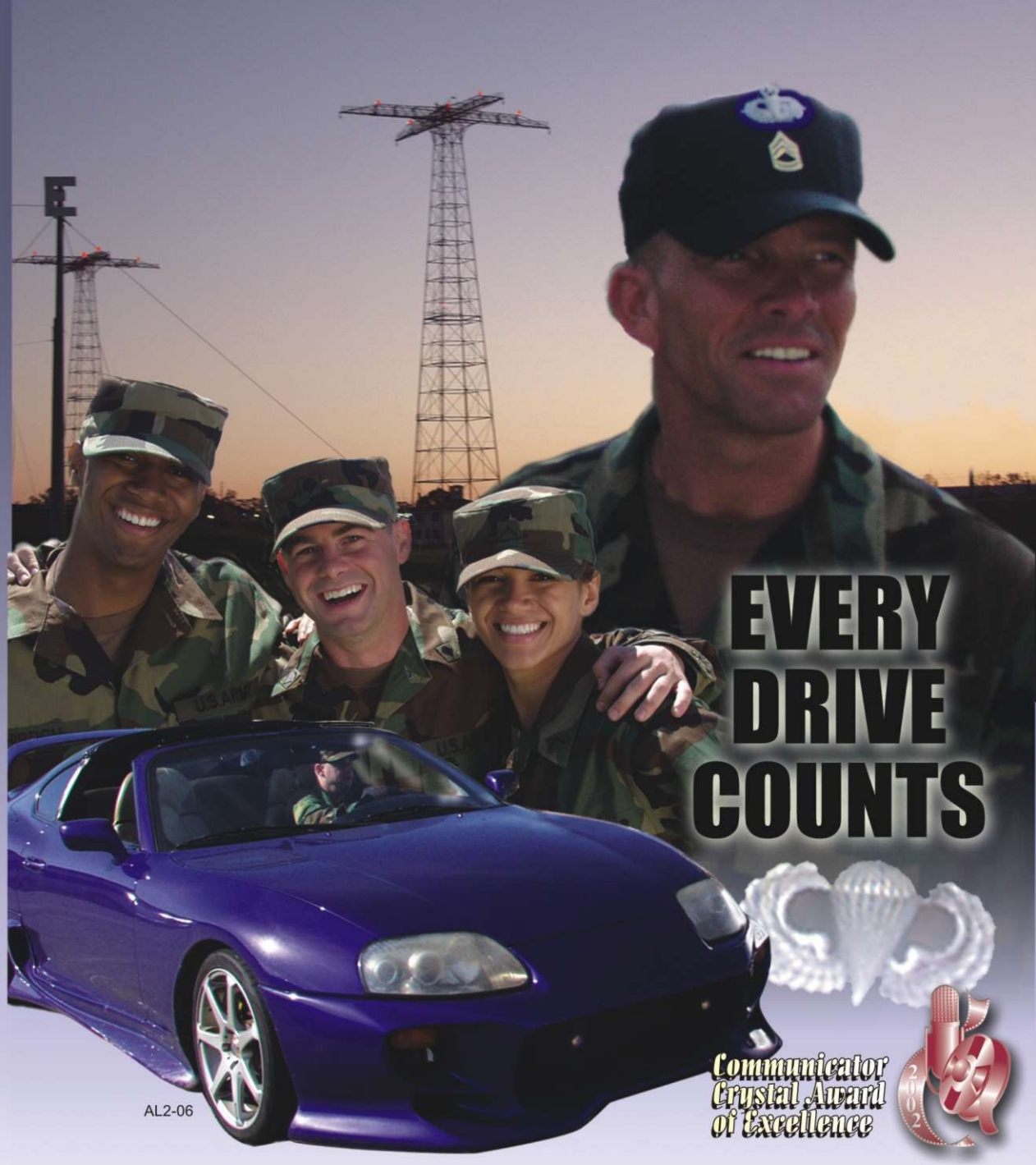
AL3-01

Order your copy through
http://safety.army.mil

Click on --
Media
Video
DOD Audiovisual Library

Type "Every Drive Counts" in the search bar, and order the video. It will be shipped to your address.

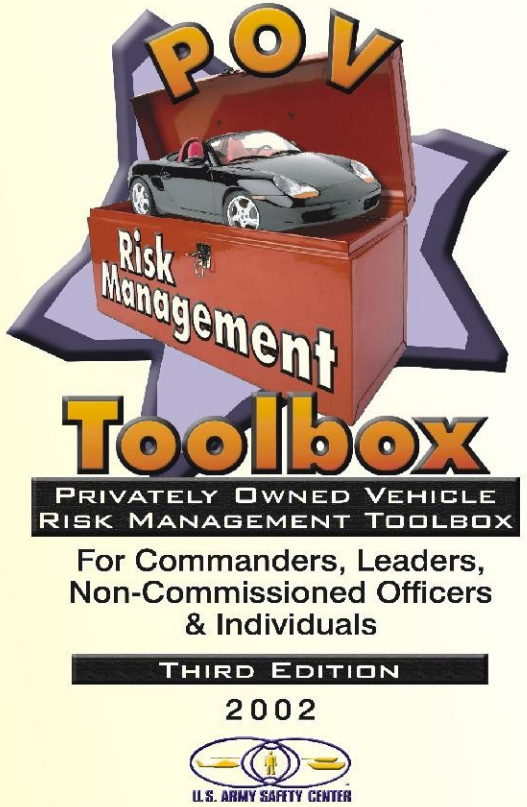
Ask for PIN 711463 from local TASC libraries.



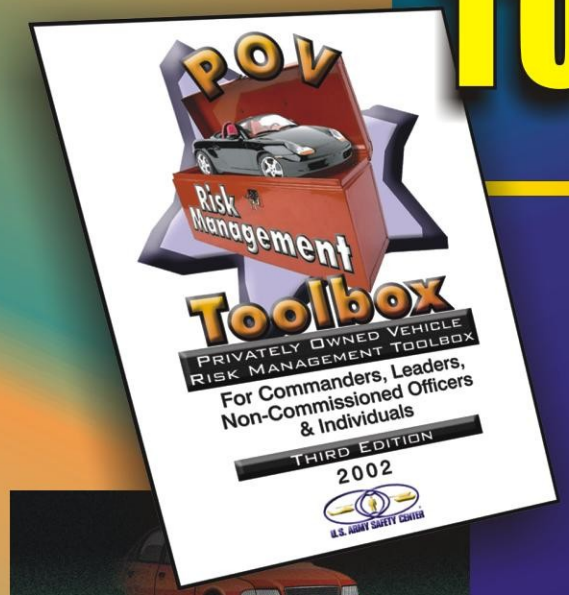
Six Point POV Safety Program CSA Directed

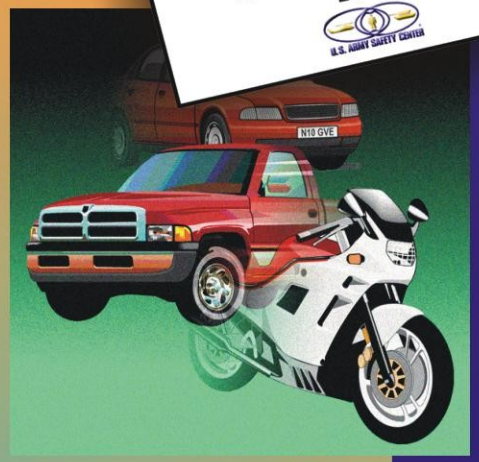
- Command Emphasis
- Discipline
- Risk Management
- Standards
- Alternatives
- Command Assessment

The Model POV Program Requires:



TOOLBOX Highlights





- Six Point POV Program
- POV inspection checklist
- Pre-trip checklist
- Motorcycle operator agreement
- Video information

http://safety.army.mil/news/index.html

NCOPD

- NCOs taking skills back to unit
- Hands-on training in workplace
  - Transferring to virtual motor pool on website

4957 Trained as of 15 AUG 03

Assistance Visits

- Master Drivers' Workshop
  - Ties master drivers to responsibilities and requirements
  - Networks all installation/Div/Unit master drivers (Team Building)

12514 Trained as of 15 AUG 03

JOPD

- Risk Management at Captain & Lieutenant level
  - Risk Management application and responsibilities
  - 3 day on-site

929 Trained as of 15 AUG 03

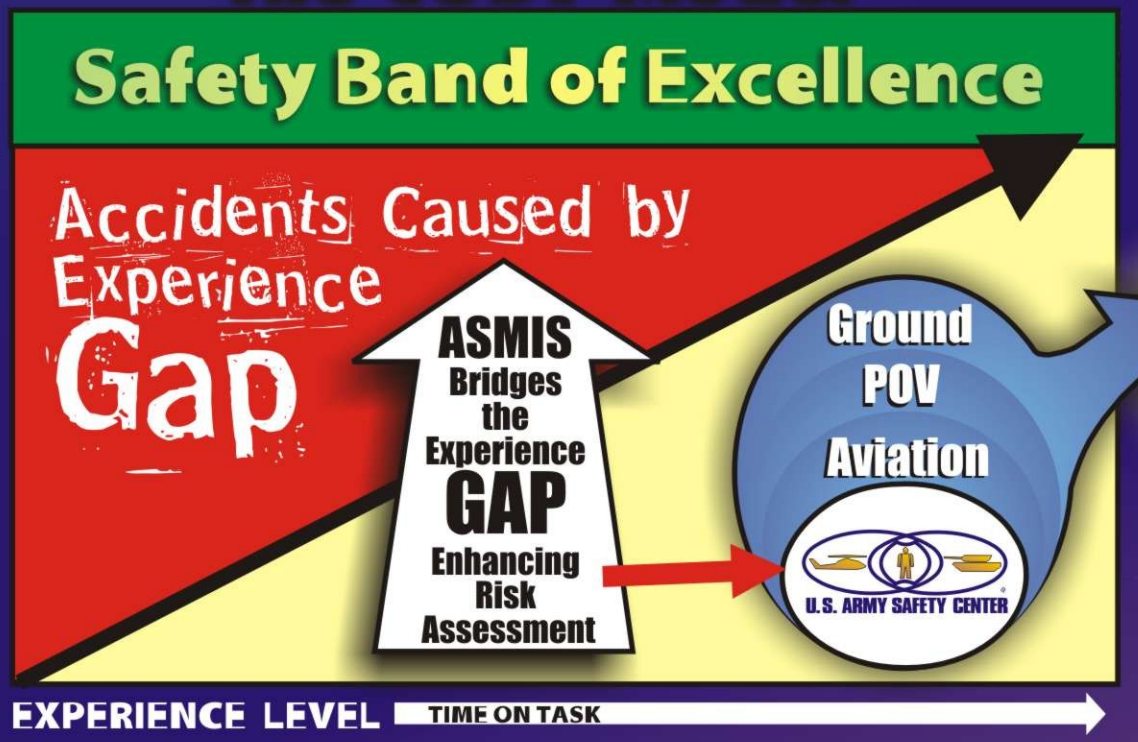
IPR0-407

The Way Ahead

Develop & embed key software enablers into the AMPS & Unit-Level computer systems to further automate the Aviation Mission Planning Process & Risk Assessment in all environments

- Centralized Aviation Flight Records System (CAFRS)
- Army Safety Management Information System (ASMIS)
- Other Risk Reduction Systems

The CODY Model

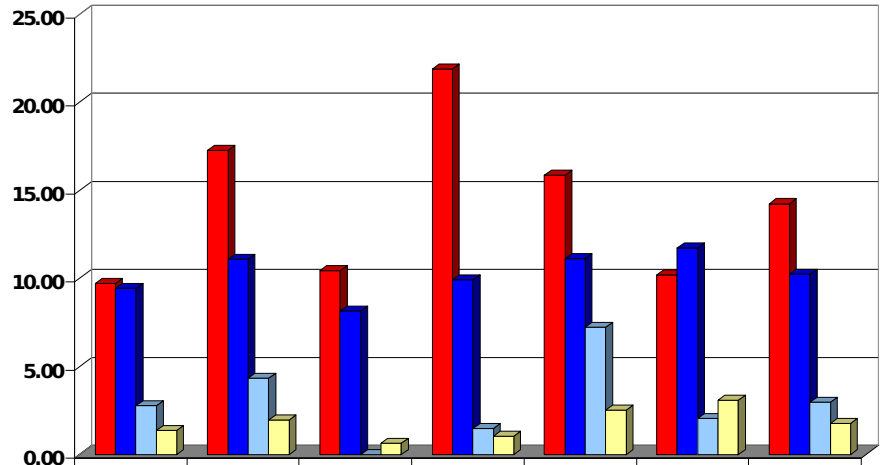


Army in Europe

Aviation and Ground Accident Experience

Aviation Accident History

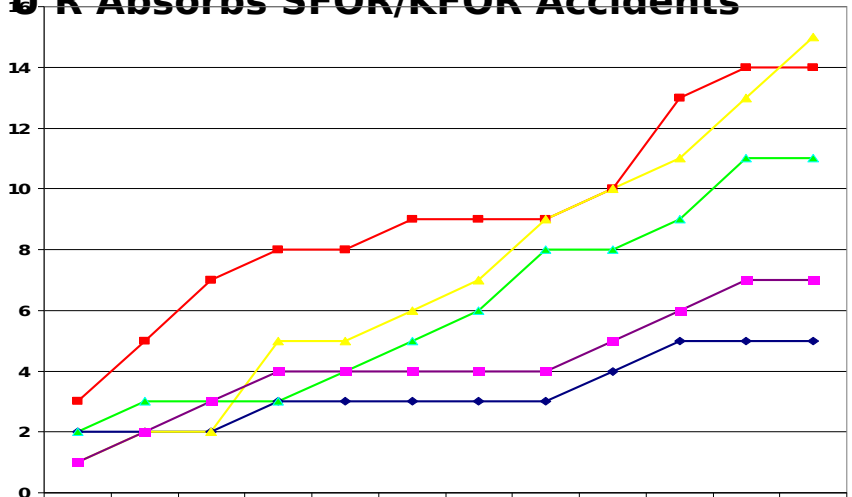
USAREUR VS. DA FY 98 - FY 03 (Class A-C)



	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03	6YR AVG
U'R A-C Rate	9.70	17.27	10.42	21.90	15.87	10.20	14.23
DA A-C Rate	9.43	11.07	8.15	9.92	11.12	11.73	10.24
U'R A Rate	2.77	4.32	0.00	1.46	7.21	2.04	2.97
DA A Rate	1.35	1.97	0.62	1.02	2.51	3.07	1.76

- ✓FY 03 U'R Class A Rate Below DA Rate
- ✓FY 03 U'R Class A-C Rate Below DA Rate
- ✓Human Error (Unintentional Impacts)
- ✓Individual & Leader Failures (Omissions)
- ✓U'R Absorbs SFOR/KFOR Accidents

USAREUR CLASS A-C AVIATION ACCIDENTS FY 00 - FY 03 (MONTHLY BREAKDOWN CUMULATIVE)

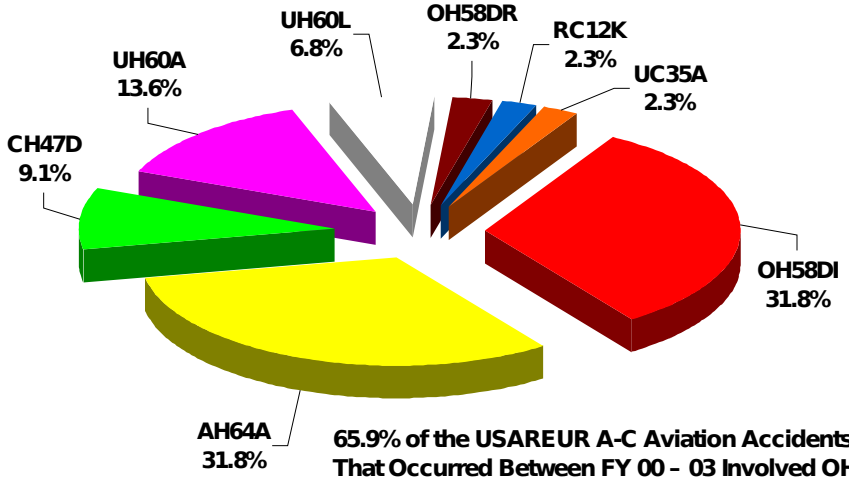


	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
USAREUR FY 03	2	2	2	3	3	3	3	3	4	5	5	5
USAREUR FY 02	3	5	7	8	8	9	9	9	10	13	14	14
USAREUR FY 01	1	2	2	5	5	6	7	9	10	11	13	15
USAREUR FY 00	2	3	3	3	4	5	6	8	8	9	11	11
50% Reduction (FY 03)	1	2	3	4	4	4	4	4	5	6	7	7

- ✓FY 03 Trending Below Previous 3-Years
- ✓4th QTR FY 02 – Present (Downtrend)
- ✓(-) OEF/OIF Flight Hours/Accidents

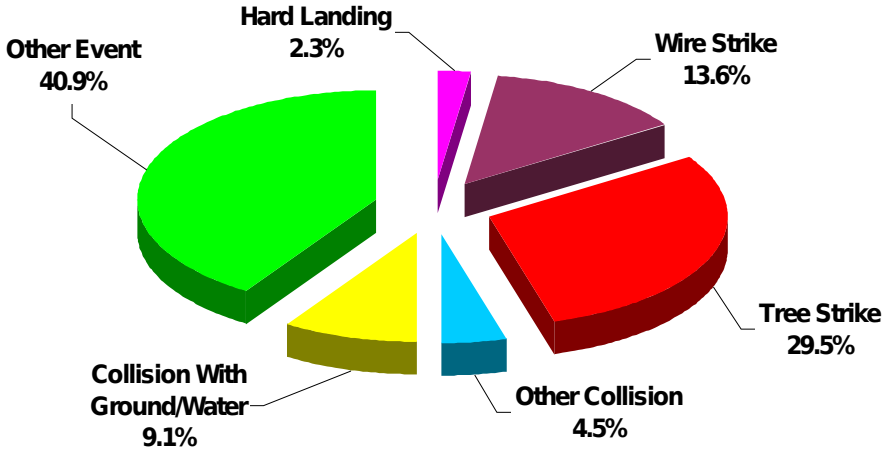
Aviation Accident History

USAREUR Aviation Accidents FY 00 - 03 (MTDS)



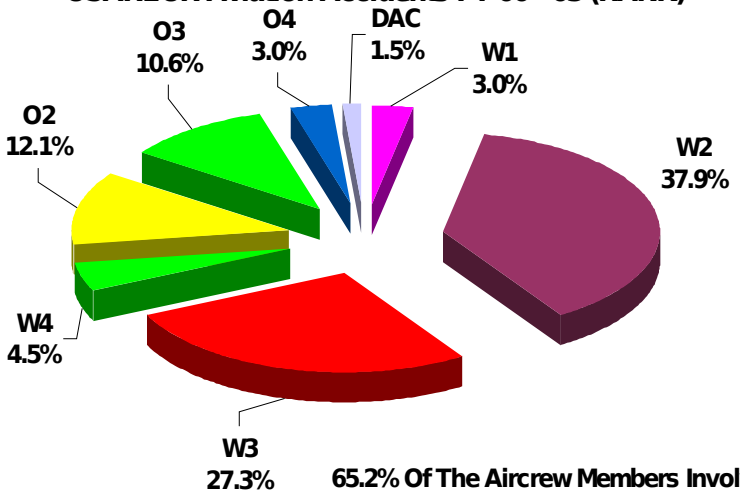
65.9% of the USAREUR A-C Aviation Accidents That Occurred Between FY 00 – 03 Involved OH-58 (34.1%) & AH-64 (31.8%) Aircraft.

USAREUR Aviation Accidents FY 00 - 03 (Primary Event)

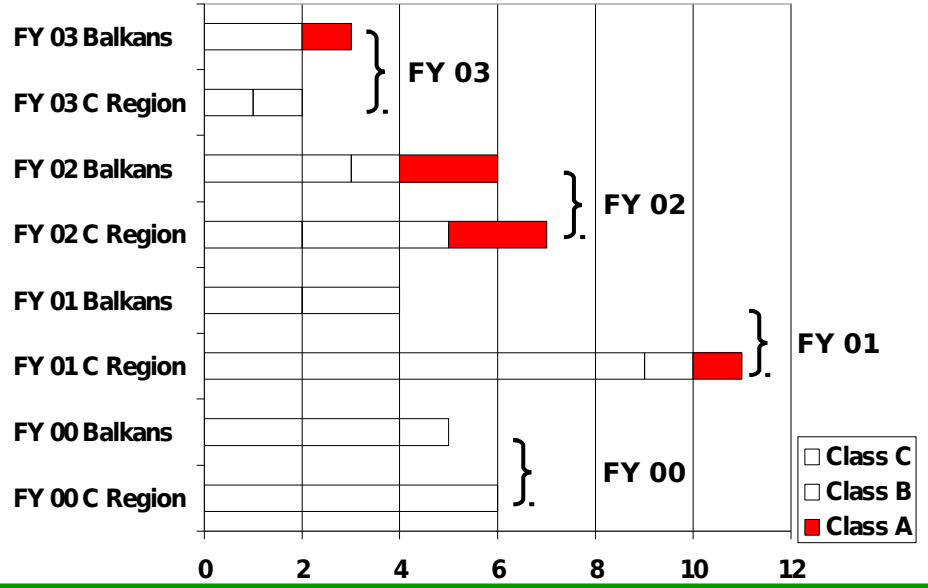


59.1% Or Twenty-Six (26) Out Of Forty-Four (44) Of The USAREUR A-C Aviation Accidents That Occurred Between FY 00 – 03 Involved Unintentional Impact With An Object Or Surface.

USAREUR Aviation Accidents FY 00 - 03 (RANK)

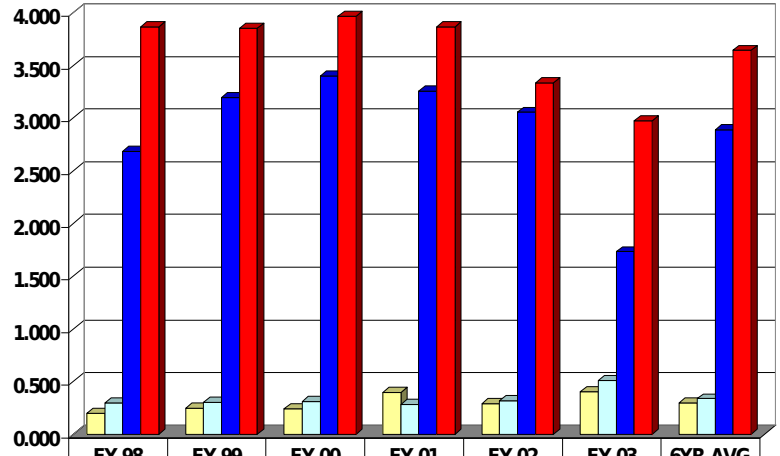


65.2% Of The Aircrew Members Involved In USAREUR Aviation Accidents That Occurred Between FY 00 – 03 Were CW2s & CW3s.



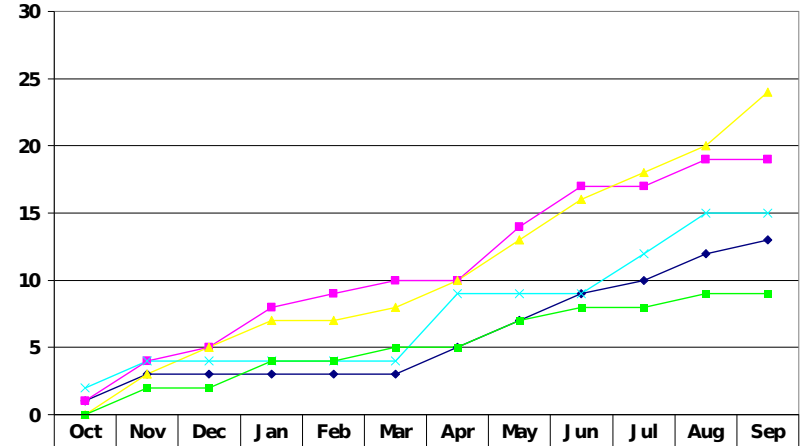
Ground Accident History

USAREUR VS. DA FY 98 - FY 03 (Class A-C)



	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03	6YR AVG
U'R A Rate	0.198	0.245	0.240	0.396	0.288	0.402	0.295
DA A Rate	0.297	0.301	0.309	0.280	0.316	0.512	0.336
U'R A-C Rate	2.682	3.196	3.396	3.259	3.055	1.731	2.887
DA A-C Rate	3.865	3.854	3.965	3.870	3.334	2.974	3.643

USAREUR CLASS A GROUND ACCIDENTS FY 00 - FY 03 (MONTHLY BREAKDOWN CUMULATIVE)

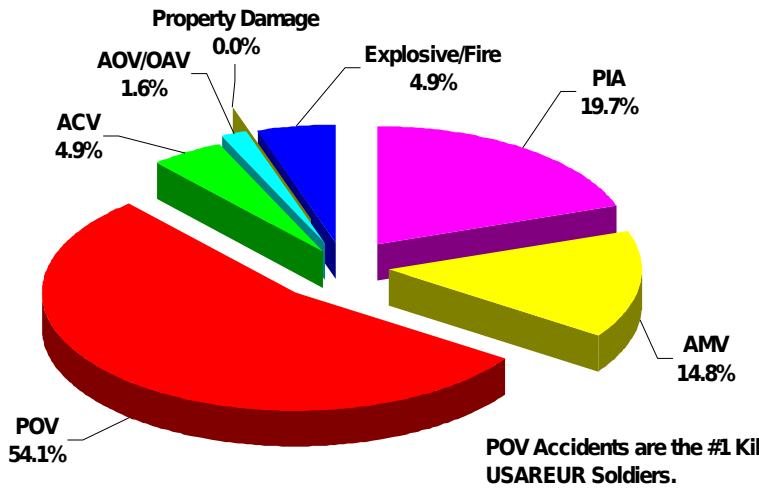


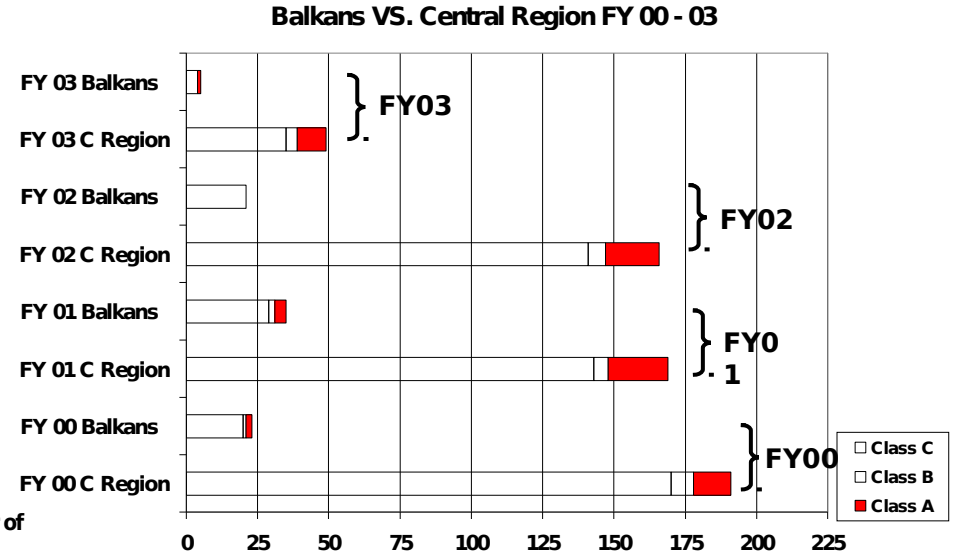
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
USAREUR FY 03	1	3	3	3	3	3	5	7	9	10	12	13
USAREUR FY 02	1	4	5	8	9	10	10	14	17	17	19	19
USAREUR FY 01	0	3	5	7	7	8	10	13	16	18	20	24
USAREUR FY 00	2	4	4	4	4	4	9	9	9	12	15	15
50% Reduction (FY 03)	0	2	2	4	4	5	5	7	8	8	9	9

FY 03 ACCIDENT EXPERIENCE

Accident Type	Class A	Class B	Class C	TOTAL
Army Motor Vehicle	1	1	5	7
Army Combat Vehicle	1	1	1	3
Army Operated Vehicle	1	0	3	4
POV-Not on Official Business	6	1	4	11
Personal Injury - Other	4	1	26	31
Total Number of Accidents	13	4	39	56

Ground Accident History





Demographics: 18-25 Yrs
Secondary Roads
E3-E5

Off-Duty Vehicle Operations

- *Speed*
- *Seatbelts*
- *Fatigue*
- *Alcohol*
- *Improper Passing*

Demographics: 18-25 Yrs
Backing Accidents
E3-E5

On-Duty Vehicle Operations

- *Speed*
- *Mission Briefings*
- *Seatbelts*
- *Fatigue*
- *Indiscipline*
- *Risk Management*